

TPB REGIONAL ROADWAY SAFETY SUMMIT

Post Event Summary Report

December 2024



National Capital Region
Transportation Planning Board

TPB REGIONAL ROADWAY SAFETY SUMMIT EVENT SUMMARY

Prepared by ICF and Fehr & Peers on behalf of National Capital Region Transportation Planning Board (TPB)

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ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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EVENT SUMMARY

Introduction

This memo summarizes the Transportation Planning Board (TPB) Regional Roadway Safety Summit. The memo includes event organizational participants, guest speakers, as well as the event agenda and event highlights. The key details are listed below.

- The 2024 TPB Regional Curbside Management Forum was held on October 31, 2024, at the American Physical Therapy Association (APTA) Centennial Conference Center in Alexandria, VA from 8:30 A.M. to 1:00 P.M.
- The forum featured three sessions – 1) Understanding National and Regional Safety Issues, 2) the Safe System Approach and USDOT Allies in Action, and 3) the Development of Recommendations for TPB Action – designed to foster collaborative discussions on roadway safety.

Attendees and Participation

The 2024 TPB Regional Roadway Safety Summit brought together 50 professionals from numerous organizations and jurisdictions, engendering insightful conversations surrounding roadway safety in the region and how the TBP can collectively move forward. While the event was primarily in person, a virtual option allowed for online attendance and a recording to be uploaded after the event had concluded. Four expert speakers shared insights on both regional and national trends in roadway safety, an approach of Systems-Level Thinking, and guidance from the U.S. Department of Transportation on avenues for federal funding. Board members, guest speakers, and attendees from the public represented local jurisdictions, agencies, and firms, including:

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|--|---|
| • City of Alexandria | • Loudoun County Board of Supervisors |
| • City of Fairfax | • Maryland Department of Transportation |
| • City of Falls Church | • Mead & Hunt |
| • City of Gaithersburg | • Metropolitan Washington Council of Governments |
| • City of Manassas Park | • Montgomery County Department of Transportation |
| • City of Takoma Park | • Montgomery County Office of the County Executive |
| • Coalition for Smarter Growth | • Northern Virginia Transportation Authority |
| • DC City Council | • National Park Service |
| • DC Department of For-Hire Vehicles | • Prince George's County DPW&T |
| • ICF | • Prince William County Board of County Supervisors |
| • Johns Hopkins University Bloomberg School of Public Health | • TYLin |
| • Federal Highway Administration | • University of Maryland School of Medicine |
| • Fehr & Peers | • Virginia Department of Transportation |
| • Fairfax County Board of Supervisors | • VHB |
| • Fairfax County Department of Transportation | |

The speaker lineup brought extensive expertise in roadway safety strategy, public health, and federal transportation policy. Key contributors are included in Table 1.

Table 1: TPB Regional Roadway Safety Summit Speakers

SECTION	SPEAKER	TITLE
WELCOME AND CLOSING REMARKS	Kanti Srikanth	Deputy Executive Director for Metropolitan Planning, TPB
OPENING REMARKS	James Walkinshaw	Braddock District Supervisor, Fairfax County, TPB Vice Chair
SESSION 1	Vanessa Holt	Fairfax County Department of Transportation, TPB Safety Subcommittee Chair
SESSION 1	Nicole Waldheim	Principal and National Safety Expert, Fehr & Peers
SESSION 1	Neil Harris	City of Gaithersburg Council, TPB Vice Chair
SESSION 2	Paul D Teicher	Program Manager, Office of the Secretary of Transportation, USDOT
SESSION 2	Dr. Jeffery Michael	Distinguished Scholar, Johns Hopkins University Center for Injury and Research Policy
DISCUSSION	Christina Henderson	District of Columbia Council Member, TPB Chair

Event Agenda and Highlights

The 2024 Regional Roadway Safety Summit opened with Metropolitan Washington Council of Governments (COG) Deputy Director and TPB Staff Director Kanti Srikanth welcoming participants, speakers, and attendees, and TPB Vice Chair James Walkinshaw gave opening remarks to set the stage for a day of productive discussions and networking. TPB Vice Chair Walkinshaw highlighted the need for a greater level of urgency in addressing roadway safety, bringing attention to the 394 lives lost in roadway crashes regionally in 2023. An overview of the three Regional Roadway Safety Summit sessions was provided.



Figure 1: Deputy Executive Director Kanti Srikanth Introducing the Regional Roadway Safety Summit

SESSION 1: UNDERSTANDING NATIONAL AND REGIONAL SAFETY ISSUES

Fairfax County Engineer and TPB Transportation Safety Subcommittee Chair Vanessa Holt and Fehr & Peers Principal Nicole Waldheim delivered presentations during Session 1 for participants to understand the region's current roadway safety outcomes, system factors influencing crashes, and national roadway safety trends. These presentations served to inform TPB officials of the state of regional roadway safety as they consider strategies and recommendations the region could develop to address these safety issues. Session 1 was moderated by TPB Vice Chair Harris.

Presentation Highlights:

- Holt described how regional fatalities have been rising since reaching a low point in the mid-2010s, with an increase between 2020 and 2023 from 321 fatalities to 394 fatalities.

Meanwhile, serious injuries had been on a downward trend since 2010 with an uptick in 2023. Serious injuries rose from 2,178 in 2022 to 2,295 in 2023. (See Appendix A - Figure 1)

- Holt stressed the top factors involved in fatal crashes, based on preliminary analysis, were intersections, roadway departure, speeding, and not wearing a seatbelt. (See Appendix A - Figure 2)
- Holt noted the proportion of fatalities involving pedestrians is increasing, and that fatal crashes are most influenced by multiple safety factors.
- Waldheim emphasized the importance of considering the root causes of our system-wide challenges in addressing roadway safety. These root causes include roadway design, vehicle size and weight, impaired driving culture, and funding allocation challenges.
- Waldheim discussed how roadways can be designed to encourage slower driving, and different types of road users can be separated through infrastructure such as protected bike lanes.
- She also noted that vehicles have become larger and heavier in recent years, leading to more fatal outcomes for pedestrians than for drivers or passengers.
- Waldheim also challenged the audience to consider new solutions to prevent alcohol-impaired driving rather than solely focusing on enforcement and consequences for impaired drivers.
- Waldheim stressed that all roadway discretionary spending projects can incorporate safety considerations, maximizing their positive impact on roadway safety.

Q&A Discussion

- The possibility of obtaining near-miss data to determine the common characteristics in near-miss roadway incidents was discussed. Near-miss data collected through crowdsourced operations and artificial intelligence video analysis has not been used to inform decision-making regionally. Waldheim shared that near-miss data from data vendors is becoming more affordable, which could allow for its use in regional decision-making in the future.
- Member jurisdictions can support pedestrian safety amidst the rapid development of connected and automated vehicle technologies by prioritizing road maintenance, especially bright road striping and sidewalk quality.
- TPB member jurisdictions may find consensus on interlock ignition laws to be beneficial in reducing impaired driving across the region.
- Addressing crashes due to driver error requires an approach that assumes humans are fallible and will make mistakes, but roadway environments can be designed to influence driver behavior and reduce driver error.
- Increasing the requirements for renewing a driver's license, especially for certain age groups, was discussed.
- The shift in both pedestrian and driver behavior due to the use of digital electronics may require an assessment of alternative metrics to inform root cause crash analysis and to address underlying issues.
- Regional coordination to address unlawful drivers applying for a new license in another state within the region was discussed. TPB member jurisdictions and the region as whole have unique

challenges, and Waldheim shared that other MPOs have found success in coming to a shared consensus and coordinating their resources to address challenges.

- Enforcement of minor roadway violations is less common with decreased availability of law enforcement officers and a lack of widespread automated enforcement. The use of existing technology and tools to inform and influence driver behavior and reduce minor roadway infractions was proposed.
- The possibility of adopting ticket reciprocity as a policy among the District of Columbia, Maryland, and Virginia was proposed to influence driver behavior.

Session Summary

In Session 1, Vanessa Holt provided a high-level overview of preliminary data, which showed trends in regional roadway fatalities and serious injuries. The region saw an uptick in both types of collisions and in the proportion of pedestrian fatalities in 2023, along with an identification of the most pressing involved factors: intersections, roadway departure, speeding, and not wearing a seatbelt. Systemic thinking requires investigation of the root causes of larger problems that impact a jurisdiction or region, with the example of homelessness having a myriad of root causes and approaches for solutions. As for roadway safety, Waldheim presented root causes which include roadway design, vehicle size and weight, impaired driving culture, and funding allocation challenges. These topics led to a fruitful discussion regarding solutions to lower the fatalities and serious injuries, where some of the propositions included crowd-sourced near miss data, regional coordination to address unlawful drivers, pedestrian infrastructure to encourage visibility and safer crossing, and legislative examples done in other jurisdictions such as interlock ignition laws. These topics of discussion led to the federal government's Safe Systems Approach and opportunities for federal funding, alongside guidance for MPOs from a public health perspective.

SESSION 2: THE SAFE SYSTEM APPROACH AND USDOT ALLIES IN ACTION

Paul D. Teicher, the Safe Streets and Roads for All Program Manager for the U.S. Department of Transportation Program Manager, discussed the Safe Systems Approach, the National Roadway Safety Strategy, applicable federal programs, and Allies in Action. Dr. Jeffrey Michael of the Johns Hopkins University Center for Injury Research and Policy then shared lessons learned from roadway safety success stories from a public health perspective.



Presentation Highlights:

- Teicher asserted that zero is the only acceptable number of deaths on our highways, roads, and streets.
- Teicher elaborated on the National Roadway Safety Strategy, which includes commitments to the Safe Systems Approach and Vision Zero. The National Roadway Safety Strategy is guided by the following principles:
 - Death and serious injuries are unacceptable.
 - Humans make mistakes.
 - Humans are vulnerable.
 - Responsibility is shared.
 - Safety is proactive.
 - Redundancy is crucial.

- Teicher emphasized the necessity of solutions that address pedestrian safety, such as focusing on safer crossings at intersections, appropriate driving speeds, and improving visibility.
- Areas in the United States that are reaching zero deaths are characterized by high investment and their commitment to redundant solutions.



Figure 2: Paul Teicher Presenting in Session 2

- DOT's Allies in Action includes a group of stakeholders at all levels of government, the private sector, advocacy groups, and nonprofit groups committed to tangible and specific activities above what they normally do to bolster their safety efforts.
- Teicher shared that there is funding available through the Safe Streets and Roads for All (SS4A) program, for which he is Project Manager.
- Dr. Michael emphasized an approach to safety that addresses socioeconomic factors, the built environment, latent safety measures (signal timing, automated emergency braking, etc.), active measures (seatbelts, signals and signs, in-vehicle collision warnings, etc.), and education. He illustrated that measures with the least level of individual effort required were the most effective in impacting public health.
- Key takeaways from a guidebook Dr. Michael shared included encouraging MPOs to focus on a regional safety vision, coordination and collaboration, speed, public engagement, a culture of safety, and performance measures and targets. Dr. Michael acknowledged that making these changes can be difficult since the existing structures in need of change have been central to roadway institutions for over a century.
- Case study examples discussed by Dr. Michael include:
 - Hillsborough, Florida TPO: This TPO enacted a MPO-level vision zero action plan, including data analysis, roadway system analysis, including high crash corridors and

high injury networks. This data was overlaid with census data to evaluate these roadways for equity concerns. They conducted site visits and selected countermeasures, focusing on working with regional partners.

- Massachusetts: The Commonwealth found success in focusing on outreach through an executive steering committee of 18 agencies. This example reflects an organization working at a higher level and trying to coordinate local jurisdictions under their purview.
- Madison, Wisconsin: The city's history of local activism provided the momentum to create a Vision Zero plan. There were concerns about existing disparities in traffic law enforcement, but this was overcome through a less individually focused approach. They were explicit about exchanging speed for safety.
- McKenzie County, North Dakota: As a rural area, McKenzie County worked in increments to build capacity. This local jurisdiction found support through the state DOT and relied on businesses such as the oil and gas industry.

Q&A Discussion

- Teicher was asked about the common themes among jurisdictions that were able to achieve Vision Zero. He responded that the built environment predated the 1950s, so the compact residential neighborhoods were more walkable and more compatible with the addition of bike lanes. The State of Minnesota has more robust safety policies, and a different culture to driving.
- Law enforcement could become more involved in the Safe Systems Approach and Vision Zero through establishing clear roles and responsibilities and encouraging collaboration between law enforcement and transportation administrative staff.
- The reduction in traffic citations post-pandemic onset could be due to understaffing and shifting priorities, such as addressing mental health calls.
- It's useful to start with more focused issues such as speeding in school zones to build momentum as you begin to find success in implementing the Safe Systems Approach.
- Changing the default policies for transportation planning can reduce regulatory barriers to implementing solutions.
- Local jurisdictions may define criteria for a crash differently than others. Teicher encouraged the adoption of Model Minimum Uniform Crash Criteria (MMUCC) to increase consistency in reporting across jurisdictions.
- Addressing land use is complicated, but a key principle is to work towards reducing the amount of high-risk time people spend on the road while balancing inequities in access to affordable transportation.

Session Summary

In Session 2, Paul Teicher provided an overview of the National Roadway Safety Strategy, including commitments to the Safe Systems Approach and Vision Zero. He discussed some federal programs that jurisdictions can partake in, such as joining the DOT's Allies in Action and applying for funding

through the Safe Streets and Roads for All (SS4A) program. Dr. Jeffrey Michael expanded on jurisdictional approaches to safety through examples of successful MPOs, which have focused on a regional safety vision, coordination and collaboration, speed, public engagement, a culture of safety, and performance measures and targets. By highlighting specific measures taken by jurisdictions across the country, Dr. Michael laid the groundwork for a thoughtful discussion regarding efforts towards focused issues, law enforcement involvement, and crash data consistent across jurisdictions. These topics of conversation were carried into Session 3, where more specific recommendations and action items were discussed.

SESSION 3: DEVELOPMENT OF RECOMMENDATIONS FOR TPB ACTION

District of Columbia Councilmember and TPB Chair Christina Henderson moderated a discussion focused on developing regional recommendations for the TPB to act on during the third and final session. TPB officials discussed the unique challenges their jurisdictions face in addressing safety and how the TPB could support jurisdictions in meeting their safety goals. The entire discussion can be found in Appendix C. The notes from this discussion were then consolidated and refined by TPB staff to produce the following six recommendations:

Proposed Recommendations for Action

1. Inventory and report on safety-supportive activities undertaken by TPB members pertaining to TPB Safety Resolution [R3-2021](#).
2. Join the USDOT's Allies in Action partnership.
3. Partner with and assist COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement).
 - Gather more data about the impacts of automated enforcement systems.
 - Explore drivers' education and training¹
4. Continue to provide input on federal safety rulemaking and coordinate with COG on regional advocacy strategies.
5. Regionally track/raise awareness of transportation safety funding opportunities.
6. Assist member jurisdictions to pursue Vision Zero activities.
 - Gather information on what has worked best in Vision Zero plans elsewhere.
 - Link inventories and plans to each of the identified top factors involved in crashes.
 - Use a systemic approach of preventive measures.
 - Enhance coordination with non-transportation partners such as medical examiner offices.
 - Explore emerging technologies.
 - Initiate a regional Vision Zero plan.

¹ Added at the November 20, 2024 TPB Meeting



Figure 3: Chair Henderson Leading the Session 3 Discussion

Session Summary

Session 3 was an open conversation among board members to discuss how the board plans to move forward. Moderated by TPB Chair Christina Henderson, board members generally agreed on the need for communication and coordination as an MPO. One recommendation was for the creation of a centralized database compiling the different safety-related efforts taking place around the region. There was also consensus on this database containing uniform crash data with the same level of granularity. In the same vein of coordination, the topic of reciprocity was discussed as well: the board agreed on continuing to have conversations regarding multijurisdictional arrangements to enforce automated system ticketing, traffic laws, and vehicle registration. Finally, advocacy as a region was discussed, where board members found consensus on being more involved in federal safety rulemaking, emerging technologies, and the USDOT Allies in Action partnership.

TPB Outlook

The TPB staff refined and consolidated the action items that were discussed during Session 3, resulting in six proposed recommendations for action. At the Board Meeting on November 20, 2024, TPB staff provided an overview of the Regional Roadway Safety Summit, including a summary of each session, and presented the six proposed recommendations for action. The TPB agreed on exploring drivers' education and training under the third action item, and potentially refining this action based on findings. The TPB staff will also begin the process of joining the USDOT's Allies in Action partnership and how the region can involve itself. The TPB decided to move forward with all six of the recommended items for action. They will augment ongoing TPB safety activities, including:

- Performance-Based Planning and Programming target setting
- Transportation Safety Subcommittee
- Regional Roadway Safety Program, which provides technical assistance to member agencies.

APPENDIX A – SESSION 1

The full presentations from Session 1 can be found on the TPB Regional Roadway Safety Summit page of the MWCOC website, linked below.

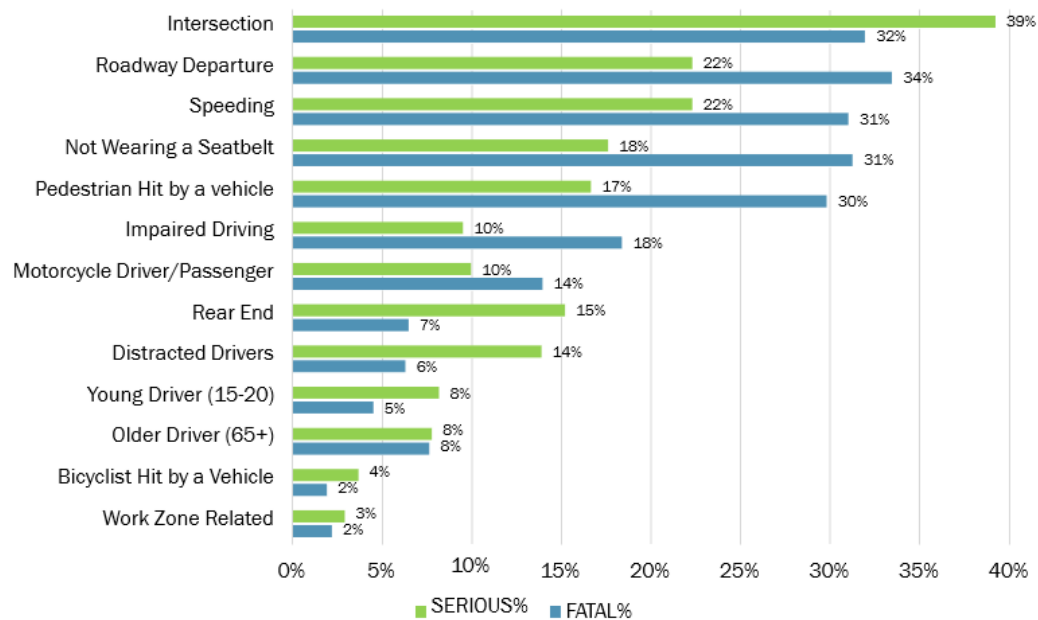
Session 1: A Review of Roadway Safety in the NCR, Vanessa Holt

Session 1: System Level Crash Considerations, Nicole Waldheim

Figure 1: NCR Annual Highway Safety Data: 2019 through 2023 [DRAFT]

	2019	2020	2021	2022	2023	Change from 2022-2023
# of Fatalities	306	321	364	382	394 ¹	↑ 3.14%
Fatality Rate (per 100 MVMT)	0.673	0.876	0.896	0.940	0.849 ¹	↓ 9.62%
# of Serious Injuries	2,371	1,839	2,221	2,178	2,295	↑ 5.37%
Serious Injury Rate (per 100 MVMT)	5.211	5.016	5.464	5.358	4.948	↓ 7.66%
# Nonmotorist Fatalities & Serious Injuries	593	443	520	637	586	↓ 8.01%
Annual Vehicle Miles Traveled (100 M)	454.97	366.60	406.47	431.91	463.86	↑ 7.4%

Figure 2: Involved Factors for Fatalities and Serious Injuries Regionwide, 2019-2023 [DRAFT]



APPENDIX B – SESSION 2

The full presentations from Session 2 can be found on the TPB Regional Roadway Safety Summit page of the MWCOC website, linked below.

[Session 2: Safe Systems Approach, National Roadway Safety Strategy, Paul Teicher](#)

[Session 2: Safe System Implementation, Dr. Jeff Michael](#)

APPENDIX C – SESSION 3 DISCUSSION NOTES

Disclaimer: *The following discussion notes are a paraphrased summary and rendering of the conversation TPB members had in Session 3. They are provided for reference purposes only and do not represent a verbatim transcript of the dialogue. Please refer to the meeting recording for further nuance or clarification on talking points.*

[Christina Henderson] introduces the discussion. She and Kanti set the goal of coming out of the Summit with TPB action items, rather than just having a conversation for the sake of having a conversation. Recognizing all that we know through data across the region and country, we hope to take some action in our December meeting.

[Christina Henderson] wants to remind the members that in 2021, TPB did pass a safety resolution where we called on member jurisdictions to do a variety of different things – therefore this would not be the first time we did something along these lines.

[Christina Henderson] thinking back to the 2021 Safety Resolution, the TPB has not had an evaluation or review since then about what the rest of the jurisdictions have done to meet set goals. In many ways, Maryland, Virginia, and DC have been progressing, but there is no central document or understanding of what everyone is doing, which she feels might be helpful.

[James Walkinshaw] agrees with Christina’s statement – attendees saw some points on one slide of different Vision Zero commitments and policies regions have adopted, such as Fairfax County’s SS4A. He suspects that if we had a compilation of the different efforts taking place around the region, it would allow us to know where we stand and give ideas on actions others have done to find some success.

[James Walkinshaw] suggests it would make perfect sense for TPB to pledge its support for the Allies in Action program. He suspects we can give a compelling description of the work we are doing that is consistent with the program’s goals.

[Neil Harris] speaks in alignment with the theme of collecting data and sharing it amongst jurisdictions. When he first joined the City Council, he was skeptical of speed cameras’ motives. However, the data supplied has shown them to be very effective. Their past City Council meeting had a session which discussed pedestrian safety after having a couple of very serious incidents in their city. One of the biggest requests among residents was more automated enforcement because the city does not have enough police officers for enforcement. The city is under serious restrictions legally on where speed cameras can be installed. He proposes that by collectively pulling the data together and showing his city’s legislators how effective they are, the restrictions might be relaxed. He thinks that many items discussed today have the potential to be expensive or time consuming, but speed cameras feel like they could be impactful if we are able to make the case for their effectiveness.

[Christina Henderson] reviews the notes she has taken thus far:

- Comprehensive review of what has taken place since the 2021 Resolution was passed.
- Pledge support for Allies in Action Program.

- Data collection to inform ATE to inform some of the work at the state legislature and hopefully get them to relax some of their restrictions.

[Drew Morrison] wants to return to considering the advocacy space. In his experience, Maryland Department of Transportation has begun to look at this area because as a state DOT, some of the state jurisdiction ends. He recommends we think about a federal advocacy strategy for COG and TPB. He provides an example of the National Highway Traffic Safety Administration's proposal of a new federal motor vehicle safety strategy to ensure passenger vehicles of a certain size can mitigate the risk to fatal injury in child and adult pedestrian crashes. In other words, ensuring that bigger, larger vehicles are safer for people who are not inside vehicles. The docket ends November 18th but claims this is a space we have seen NHTSA and DOT are showing interest and believes we should play a role.

[Christina Henderson] reiterates his statement in terms of federal advocacy strategy. She asks if he is calling for us to be more engaged in some of the policies that are coming out.

[Drew Morrison] agrees with this clarifying statement as his recommendation.

[David Snyder] agrees with all the recommendations made thus far. Conceptually, he thinks that TPB should link back to the major problems in the region. He hopes we can relate these actions back to the specific key involved factors in collisions such as seatbelts, speeding, etc. Right now, moving forward, he particularly agrees with others on electronic enforcement and the centralization of safety data from all around the region and putting it in one place.

[Christina Henderson] asks a follow up question – does the city of Falls Church have good data of what the cause of a particular crash was? For instance, can the city use Vanessa Holt's list of involved factors and have a number for each fatality in that category?

[David Snyder] notes that fortunately, they have not had fatalities recently. He thinks she puts her finger on a good point: we need to know better what the data is and where it is located. Speaking with their police chiefs, there are gaps. He thinks that we should look at the current reporting data, how good it is, and its uniformity across jurisdictions.

[Clark Mercer] recounts when he was in Richmond as the Governor's Chief of Staff and got a resolution passed by the Council of Governments in December 2021 on ticket reciprocity. Being so close to the end of the year, they didn't think they could effectuate any change in this policy at the time. The district claimed it was their #1 legislative priority. The Governor had lots of sympathy towards victims of traffic collisions being a neurologist, but this resolution had not been flagged for the Governor's office as an issue.

[Clark Mercer] recounts that on September 9th, a middle school girl using a crosswalk was struck by a person driving a vehicle and injured. The driver had around 94 unpaid tickets, and around \$20,000 of unpaid fines and fees. He emphasizes that lack of reciprocity is not a revenue generating issue, it is a safety issue. Mercer is convinced if we can bring our DOTs and Secretaries together to discuss this, we can have a levelheaded discussion of what a path forward looks like. Reciprocity between Maryland, Virginia, and DC would need to be discussed in addition to where the money from fines and fees would go towards. Perhaps there are regional funding buckets that the money could go to help all three districts. At the very least, can we get consensus that someone with 94 tickets should not be on the road, and can Maryland, Virginia, and DC share that kind of data.

[Clark Mercer] notes that individuals can purchase a license plate in Virginia while not living in the commonwealth of Virginia. Maryland is losing out on \$12 million in registration fees every year, while Virginia is getting \$6 million. He proposes we talk about these buckets of money and notes the fact that Virginia's registration fee is half of Maryland's. He posits this could lead to us having the same registration fee in the DMV, but the bottom line is that the jurisdictions should put all these data points on the table and discuss them. Communication on this topic is not nearly as wide as it should be, and he feels that putting it on the TPB action plan and socializing it can help us find consensus.

[Christina Henderson] agrees that putting DMV directors and DOT folks in a room to have a true conversation might be quite illuminating.

[Kelly Russell] notes that we have a powerful tool in our advocacy. She provides an example in Maryland, where the Municipal league's top legislative priority is getting the ability of non-sworn police officer personnel to be able to sign off on automated enforcement. She feels this is important because unless you have a sworn officer to sign off on the citations, you cannot have a speed camera program. Small jurisdictions might have to pay another police department or not have a program. This is an important area where TPB and COG can weigh in with regional advocacy on those legislative things that will give better access and ability to use these programs. She emphasizes that we should lean on our advocacy.

[Maria Sinner] notes that it will take a several-pronged approach or safety, with legislation and enforcement only being one. On the topic of infrastructure, Maria encourages other jurisdictions look into more systemic ways of addressing countermeasures. We typically address after the fact, in areas where we have high crashes or fatalities. In 2020, VDOT began to shift the paradigm, and approved more safety money to pursue low-cost countermeasures and address the highest amount of people. Maria would like to encourage the region to take advantage of technology, such as speed synchronization and Changeable Message Sign (CMS). A CMS installed in VDOT has decreased the rate of collisions by 11%. In contrast, areas in the same corridor that do not have CMS signs have seen a 40% increase in collisions. VDOT is also working with Virginia Tech Research Council to work with the industry to explore newer research, with one example of vehicles automatically restricting speeds past a certain threshold.

[Mike Turner] shared a story of when a plastic bag tax was passed in Loudoun County, and there was immediate push back, but residents began bringing their own bags to the supermarket as a result. He predicts a similar sequence of events where we will receive lots of pushback, when in fact we are trying to change behavior. We should preface the discussion with national metrics of how speed cameras do change behavior significantly. He is a firm advocate of speed cameras, and the PR storm needs to be expected and dealt with.

[Mike Turner] suggest that the TPB find what works amongst Vision Zero plans across the country, then marry them against the involved factors list in the TPB area to see if there is overlap. Doing this can provide us insight on how to solve our list of priorities and cut down the analysis time.

[Drew Morrison] agrees on a clearing house of information on where TPB are with best practices. He has flagged ignition interlock as an example but are we doing what best practices say we should do consistently for each crash source?

[Drew Morrison] flags that the conversation on data sharing about reciprocity and enforcement is important to continue and is interested in the regional conversations around revenue and safety. He

believes it is important to think about how we talk about this topic, our core goals, and how we step forward incrementally. Data sharing is a great way to start making sure we're aware of who and where they are, and which communities across the region are being affected.

[Christina Henderson] provides a review what she has noted so far:

- Comprehensive review of what has taken place in various jurisdictions since 2021 so far.
- Pledge Allies in Action Program.
- Getting better data on automated traffic enforcement.
- Improving our federal advocacy strategy for COG and TPB to engage and comment more on policy proposals.
- What is the current reporting data - is it aggregated, and do we have a good understanding of what is driving members of our regions.
- Bringing together DOT directors to discuss ticket reciprocity and overall regional safety.
- Explore use of technology and send "nudges" on information to drivers via signage to slow down.
- Take a look at Vision Zero programs around the country and see what the best practices are and see where we are as a region in comparison.

[Shana Fulcher] wants to highlight that collecting data can sometimes be very expensive for a small municipality like Takoma Park. If we know that lowering speed limits or installing speed cameras, for example, will slow people down and save lives, they would rather extrapolate from what we have already seen affect other places than assume every small municipality will have to do research on their own. She reminds the board to keep this in mind when discussing data collection and solutions.

[Christina Henderson] notes Fulcher's comment. She also notes that in DC, that information that is already collected but is not being aggregated. This task would not require any additional collection, but rather seeking out and pulling together the data that already exists. She opens the discussion up to comments from the public.

[Mark Doyle, Northern Virginia Family for Safe Streets] points the board towards a crowdsourced near-miss data collection website. This data is used for advocacy to try and get changes made at the local and state jurisdictional and legislative level. They have had problems at the state legislative level, where part of the challenge is getting sufficient data. In the example of speed safety cameras, they are resisted by some minority underserved community members because they have a history of poor relationships with law enforcement, and they do not see the data. Mark's organization is trying to get the necessary data on a granular level. He insists that when you show communities their neighborhood and their crash data, it really influences community members. However, it is very difficult to get that data from different jurisdictions. Having a consistent source of data in other local jurisdictions would be helpful.

[James Walkinshaw] recognizes the Northern Virginia Family for Safe Streets as a great grassroots community organization doing lifesaving work. With respect to data on speed safety cameras, it is a great point that we need to gather it for TPB. He explains that Fairfax is a good use case because their pilot program School Zone Speed Safety Cameras are relatively limited, therefore allowing the County to really analyze the impacts. They observed in their pilot program a reduction in average speeds from 13-23% reduction when cameras went on. This data will be taken to the general assembly, and by sharing this and addressing concerns in hopes of being able to expand the program. He notes that this type of data might be helpful to other TPB jurisdictions.

[David Snyder] returning to the cause of the fatalities and serious injuries, he posits a framework or matrix for addressing specific issues and causes.

[Christina Henderson] began to reiterate his point but asks David Snyder to clarify.

[David Snyder] clarifies that he is referring to linking responses specifically to the cause that has been identified. He feels that it would be important to conceptually show that we are making progress linked to the problems listed earlier.

[Maria Sinner] proposes that perhaps addressing preventative measures might be more effective than small improvements after the fact.

[Christina Henderson] reiterates Maria's point – being more proactive as opposed to reactive.

[Neil Harris] thinks that TPB could compile and serve as a clearing house for opportunities for significant funding that comes out of the federal government.

[Mike Turner] proposes that TPB initiate a regional Vision Zero program for the entire DMV region, including elements that we all agree upon. This might serve to open federal funding at a regional level that might not be available to individual jurisdictions.

[Christina Henderson] notes oftentimes Vision Zero programs are thought to be housed in their transportation department. However, the District added a staff person to focus on vision zero at the Department of Health, which is also done in other jurisdictions around the country. This reiterates that intersection the public health issue and safely moving people from one place to another.

[Christina Henderson] thanks everyone for their engagement and passes it over to Kanti for concluding remarks and marching orders

APPENDIX D – RESOURCE LIBRARY

The resource library summarizes additional resources covered at the 2024 TPB Regional Roadway Safety Summit or included on the event’s webpage.

National Roadway Safety Strategy

The United States Department of Transportation National Roadway Safety Strategy (NRSS) outlines the Department’s comprehensive approach to significantly reducing serious injuries and deaths on our Nation’s highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities. Visit the homepage linked **here** to learn more about the National Roadway Safety Strategy discussed in Session 2.

Safe Systems Approach for Pedestrians and Bicyclists

A Safe System is one in which there are many safeguards in place to prevent fatalities or serious injury. Session 1 emphasized the importance of considering the root causes of our system-wide challenges in addressing roadway safety – the primer document linked **here** overviews the Safe System Approach specifically for pedestrians and bicyclists, what Implementation looks like, and additional resources and ongoing work being done.



Allies in Action

Fully implementing the National Roadway Safety Strategy (NRSS) will require action from organizations in the private and public sectors, advocacy and community groups, researchers, and beyond. Session 2 discussed more about Read more about Allies in Action and commitment to action **here**.



The U.S. Department of Transportation (USDOT) *Safe Streets and Roads for All (SS4A)* program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation’s roadways. Session 2 expanded upon the availability and application of these grants. Read more about the Program linked **here**.

Safe System Roadway Design Hierarchy

The Safe System Roadway Design Hierarchy is a tool that characterizes engineering and infrastructure-based countermeasures and strategies relative to their alignment with the Safe System Approach (SSA), toward the goal of eliminating traffic-related fatalities and serious injuries. The document linked [here](#) describes how various countermeasures and strategies align with each tier, how the hierarchy can be used, and presents new uses of countermeasures and strategies in each tier.



TPB Roadway Safety Improvement Strategies

The TPB Technical Committee conducted a Regional Safety Study from 2019-2020 in collaboration with the state Safety Engineers, with the outcome of the effort being recommended actions that could significantly reduce the number of people killed or seriously injured throughout the region. Read more about the specific goals of the study and recommended interventions [here](#).

Review of Regional Roadway Safety Program (RRSP) Projects

TPB's Regional Roadway Safety Program was established in 2020 through resolution R3-2021, linked [here](#). The program provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects which address roadway safety issues. As of October 31, 2024, the Program has funded 28 programs summarized in [this](#) central document.

Executive Letter on Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations

The issue of reciprocity was discussed in Session 3 at length, where board members expressed a need for honoring and enforcing citations issued across the District of Columbia, Maryland, and Virginia. This letter to executive leaders in the MWCOG region provides additional background information on the issue of automated enforcement devices, and calls for a multijurisdictional safety taskforce to work toward an agreement on reciprocity as a critical step toward reducing fatalities and serious injuries in the region. Read this letter written by the TPB board [here](#).

Resolution to Adopt Annual Highway Safety Targets for the National Capital Region

This Resolution was adopted by the TPB on December 20, 2023 and resolves that the TPB adopts the following set of highway safety targets for the Region. The most recent highway safety targets and extensive background on the rationale behind a need for updated goals is linked [here](#).

Table 1: Regional Highway Safety Targets, 2020-2024

Performance Measure (5-year rolling average)	2020-2024 Targets
Number of Fatalities	253.0
Fatality Rate (per 100 million VMT)	0.588
Number of Serious Injuries	1,675.7
Serious Injury Rate (per 100 million VMT)	3.222
Number of Nonmotorist Fatalities & Serious Injuries	473.5



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